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25X1 CLASSIFICATION 25X1

COUNTRY Germany (Soviet Zone) SECURITY INFORMATION REPORT NO.

TOPIC Staaken Airfield

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TE PREPARED 21 February 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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1. On 12, 13 and 17 January 1952, [] no aircraft at Staaken airfield but only sentries at the fuel dump on the northern boundary of the installation. Truck [] was seen entering the field. At 5 p.m. on 18 January, three 25X1 twin-engine Li-2 transports landed. There were no indications of a change in the occupation of the installation. 25X1
2. On 10 January, [] Colonel Drushkoviak (fnu) (phonetic spelling), the present airfield commandant, had been stationed at the field since its occupation by the Russians. He had a small staff of officers and a guard detail under him. (1) [] about 10 German craftsmen and about 20 men and women working in storage sheds and kitchens were still employed at the field. The German personnel were assigned to the Konsum (sic), which had its central headquarters in Werdor. (2) Staaken airfield is scheduled to be reoccupied in the spring of 1952 by the unit that was last located there. (3) Nine two-seater transports were permanently located at the field and sheltered in Hangar 1. (4) 25X1
3. On 15 January, two twin-engine transports were observed parked in front of Hangar 2. There was no flying between 2:15 and 3 p.m. [] 25X1
4. From 5:20 to 9 p.m. on 16 January, four transports made local flights. The weather was partly cloudy and visibility was good. The runway was lighted by searchlights for a short time prior to the landing of a plane. The location of the radio installations at the field had not changed. Twelve semi-underground fuel tanks were observed at the oil dump which was guarded by two sentries patrolling the area. (5) 25X1
5. Between 2 and 3 p.m. on 23 January, no aircraft were observed at the field. [] There was no flying at the installation during the period from 20 through 26 January. The location of the radio installations had not changed.

Document No. 4

No Change in Class. ☐

☐ Declassified

Class. Changed To: TS S C

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6. On 18 January 1952, five twin-engine aircraft were observed in front of the hangars at the field. A small single-engine monoplane and a biplane were parked at the landing field of the installation on 22 January. During the night from 22 to 23 January, these planes practiced flying. Large quantities of coal, which were guarded, were stored at the northern edge of the field. The airfield boundary lights were in operation at night.

7. On 31 January, four twin-engine planes were observed at the field. One of them circled over the field. A radio installation with four masts was observed at the western edge of the installation about 150 meters north of Heerstrasse. (6)

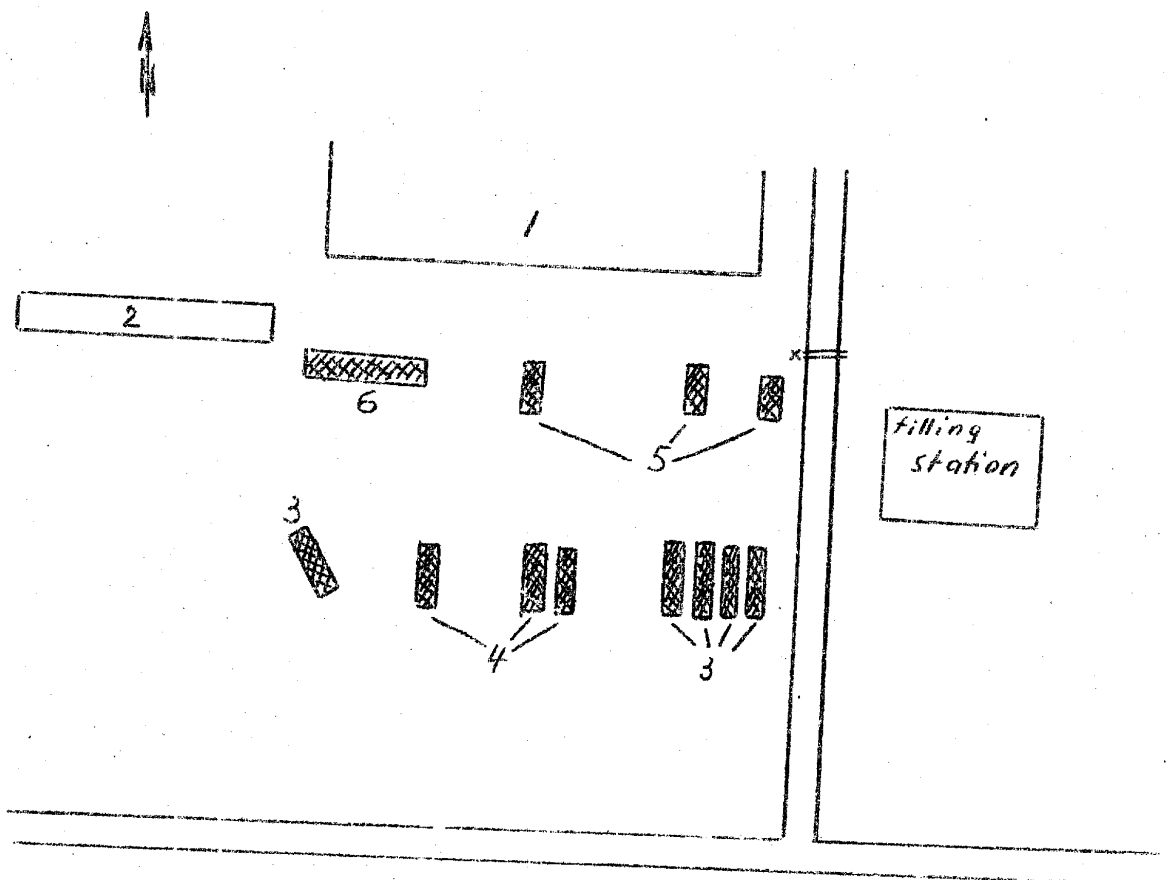
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Comments.

- (1) The name of the airfield commandant is reported for the first time.
- (2) The name of Konsum presumably refers to a central purchasing agency of the Headquarters Twenty-Fourth Air Army.
- (3) Prior to early October 1951, a ground attack regiment, which moved to Dessau, was then located in Staaken. The allegedly planned return of this unit to Staaken is reported for the first time.
- (4) Staaken is at present occupied by an air transport squadron. The reported presence there of nine twin-engine transports agrees with available information.
- (5) For location sketch of fuel dump, see Annex.
- (6) This statement refers to the Adcock DF station the location of which was previously known.

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Fuel Dump at Staaken Airfield.

Legend:

- 1 Administration building
- 2 wooden shelter under which at least 25 x 200-liter barrels can be stored.
- 3 four tanks each with a storage capacity of 12,000 to 15,000 liters
- 4 and 5 six tanks each with a storage capacity of 10,000 liters
- 6 tank with a storage capacity of 22,000 to 25,000 liters

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